

were satisfied and were confident from actual personal observation, in a careful exercise of our judgment, that the several northern routes were impracticable, to express that opinion: we felt that the interests of the State demanded this of us, for under the law all of its provisions were imperative until the decision of the Governor and Council was had upon the most northern practicable route. Under other circumstances we would willingly have patiently listened to, and considered all and every project of any individual, however satisfied we were from previous examination and information, of the utter impracticability of all of them.

5th Interrogatory—Are you aware of any careful examination of this route having been made prior to that of Mr. Trimble?

Answer—We consider that our own examinations, as regards the *supply of water* for the summit, were carefully made; our reasons for so thinking are given in the last answer.

Briggs made examinations in 1823 along the dividing ridge between the waters of the Patuxent and the Seneca. His original field books and notes were in our possession while making our examinations.

We are not aware of any surveys prior to Mr. Trimble's, which extended over the entire route; or perhaps we may more properly say, over any part of the line of canal traced out by him for the Seneca summit: but our own examinations as regards the supply of water for the summit were prior to his.

6th Interrogatory—What were the results of your examinations and surveys?

The results of our examinations and surveys were that the Westminster, Linganore, and Seneca routes are impracticable with due supply of water; and that the most northern practicable route for an extension of the Chesapeake and Ohio Canal to Baltimore is from Georgetown.

We beg leave to refer the committee to our two reports to the Governor of Maryland, as an answer in detail to this question.

7th Interrogatory—Did you make an actual survey of the entire outlines of the basins, the drainage of which is to supply the summit level of the Westminster, the Linganore and the Seneca routes respectively?

Answer—We made "actual surveys" of the entire outlines of the basins "the drainage of which is to supply the summit level of the Westminster and the Linganore routes respectively," but not of the Seneca route. The reasons why we did not thus survey the basin of the Seneca summit are given in our report. Our instrumental examinations of the Linganore and Westminster basins prior to July 26th 1836, were not as minute as those made subsequently to that date. It must be recollected that neither the general nor minute instrumental surveys of these basins were necessary to satisfy our own minds: they were intended for the satisfaction of persons, not engineers, who require more detail of explanation than those do who are conversant with such matters. In our report to which we have referred, we observe, (page 7 & 8,)